

MONTANA AERONAUTICS COMMISSION



Volume 20—No. 3

March, 1969

TWENTY FLIGHT INSTRUCTORS ATTENDING SEVENTH FIRC

The Seventh Montana Flight Instructors Refresher Course is presently "underway" in Great Falls (March 3 through 7).

Twenty qualified Montana Flight Instructors are attending the concentrated course of instruction on procedures and methods of flight instruction. The Course is sponsored by the Aeronautics Commission with instruction provided by the FAA and ESSA-Weather Bureau.

Trainees selected for the 1969 FIRC:

Thomas Brenden, Jr.	Scobey
William K. Colman	Fort Benton
David G. Fulkerson	Plentywood
Lawrence D. Helfert	Conrad
Robert E. Kauffman	Livingston
John M. Kreitinger	Fairview
Pearl J. Magill	Glasgow
Gary J. Martin	Malta
Sam B. Melnick	Billings
John Montgomery	Libby
A. J. Patenaude	Red Lodge
James W. Popp	Billings
Harold W. Price	Billings
William C. Reiste	Great Falls
Frederick Schneider, Jr.	Helena

Douglas K. Smuin	Missoula
George N. Tillitt	Forsyth
Philip E. Timm	Polson
George W. Wicks	Missoula
Raymond Wishman	Lewistown

Ground School Instructors are:

FAA ACADEMY TEAM Oklahoma City, Oklahoma

James W. "Pete" Campbell, Thomas H. Clemmitt, and James Wilmarth.

MONTANA FAA PERSONNEL

Lauren "Larry" Basham, Arthur Kurth, C. R. "Bob" Taylor, GADO, Helena and Roger Riggins, GADO, Billings. ATC/FSS, Great Falls, B. J. Majerus, O. K. Haggbloom and George L. Scott.

ESSA-WEATHER BUREAU Harold Ward of Great Falls.

MONTANA AERONAUTICS COMMISSION

Charles A. Lynch.

FLIGHT

The Flight Portion is conducted on International Airport under the supervision of Flight Advisors, Lauren D. Basham and Roger Riggins assisted by the Flight Line Tutors. The Flight Line Tutors are FAA appointed Flight Examiners and graduates of a previous Montana Course.

FLIGHT LINE TUTORS

Jack Hughes	Missoula
Bob Simpson	Lewistown
Mike Strand	Kalispell
Craig Cook	Hamilton
James Rothrock	Billings



James W. "Pete" Campbell (Team Captain) returns to Montana with the FAA's Academy team as instructor for Instruments and Performance. Pete instructed on the Montana 1966 FIRC.

Montana Aeronautics Staff: Jack Wilson, Course Manager; Joyce McCutcheon, Course Secretary; and Jerry Burrows, Course Technician.

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698

Helena, Montana 59601

Forrest H. Anderson, Governor

Charles A. Lynch, Director

E. B. (Ted) Cogswell, Chairman
Clarence R. Anthony, Vice-Chairman
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Walter Hope, Member
Jack R. Hughes, Member



Montana and the Sky is published monthly in the interest of aviation in the State of Montana.

Subscription \$1.00 per year included with pilot registration.

**S-BILL 309 PASSED
AND SIGNED BY
GOVERNOR**

SENATE BILL NO. 309

INTRODUCED BY BOLLINGER,
GOODHEART

1-804

A BILL FOR AN ACT ENTITLED: "AN ACT TO AMEND SECTION 1-804, REVISED CODES OF MONTANA, 1947, AS AMENDED, TO PROVIDE FOR RESERVE FUNDS BY AIRPORT GOVERNING BODIES IN THEIR ANNUAL BUDGETS TO ALLOW RESURFACING OR OVERLAYING OF EXISTING RUNWAYS EVERY SO MANY YEARS, BASED UPON COMPETENT ENGINEERING ESTIMATES, AND PROVIDING THAT SAID FUNDS SHALL BE EXPENDED AT LEAST WITHIN EACH TEN (10) YEAR PERIOD; THAT THE TOTAL OF SAID FUNDS SHALL NOT EXCEED AT ANY TIME A COMPETENT ENGINEERING ESTIMATE OF THE COST OF RESURFACING OR OVERLAYING EXISTING RUNWAYS, TAXIWAYS AND RAMPS FOR EACH SAID FUND OF ANY ONE AIRPORT, PROVIDING FOR THE INVESTMENT OF SAID FUNDS IN INTEREST BEARING DEPOSITS IN A STATE OR NATIONAL BANK INSURED BY THE F.D.I.C. OR OBLIGATIONS OF THE UNITED STATES, AND PROVIDING THAT SAID INTEREST EARNED FROM SUCH INVESTMENTS SHALL BE CREDITED TO THE OPERATIONS AND MAINTENANCE BUDGET OF SAID AIRPORT GOVERNING BODY AND DECLARING THAT SAID PROVISIONS ARE NECESSARY NOTWITHSTANDING OTHER BUDGET CONTROL MEASURES DUE TO THE UNIQUENESS OF THE SUBJECT MATTER AND ARE IN THE INTEREST OF THE PUBLIC HEALTH AND SAFETY."

Be It Enacted by the Legislative Assembly of the State of Montana:

Section 1. Section 1-804, Revised Codes of Montana, 1947, as amended, is amended to read as follows:

"1-804. Tax levy for establishment and operation of airports. For the purpose of establishing, constructing, equipping, maintaining and operating airports and landing fields under the provisions of this act the county commissioners (or) the city or town council may each year assess and levy in addition to the annual levy for general administrative purposes, a tax of not to exceed two (2) mills on the dollar of taxable value of the property of said county, city or town. In the event of a jointly established airport or landing field, the county commissioners and the council or councils involved shall determine in advance the levy necessary for such purposes and the proportion each political subdivision joining in the venture shall pay, based upon the benefits it is determined each shall derive from the project. Provided, that if it be found that the levy hereby authorized will be insufficient for the purposes herein enumerated, the commissioners and councils acting are hereby authorized and empowered to contract an indebtedness on behalf of such county, city or town, as the case may be, upon the credit thereof by borrowing money or issuing bonds for such purposes, provided that no money may be borrowed and no bonds may be issued for such purpose until the proposition has been submitted to the taxpayer affected thereby, and a majority vote to be cast therefor, except that for the purpose of establishing a reserve fund to re-surface, overlay, or improve existing runways, taxiways and ramps, said governing bodies may set up annual reserve funds in their annual budget, provided said reserve is approved by the governing bodies during the normal budgeting procedure. Provided further that the necessity to resurface or improve said runways by overlays or similar methods every so many years is based upon competent engineering estimates, and provided that said funds are expended at least within each ten (10) year period. Said fund shall not exceed at any time a competent engineering estimate of the cost of resurfacing or overlaying the existing runways, taxiways and ramps, of any one airport for each said fund. The governing body of said airport, if in its judgment deems it advantageous, may invest the fund in any interest bearing deposits in a state or national bank insured by the F.D.I.C. or obligations of the United States of America, either short-term or long-term. Interest earned from such investments shall be credited to the operations and maintenance budget of said airport governing body. The above provisions, notwithstanding other budget control measures, and due to the uniqueness of the subject matter, and are hereby declared necessary in the interests of the public health and safety.

Section 2. All acts and parts of acts in conflict herewith are hereby repealed.

**STATE OF MONTANA
AIRPORT LEVIES
1968-1969**

County	Taxable Valuation	Mills
Beaverhead	\$12,291,008	.25
Big Horn	13,056,540	none
Blaine	9,161,922	.99
Broadwater	4,994,426	none
Carbon	16,527,414	.60
Red Lodge	1,337,598	.70
Bridger	487,869	1.00
Carter	4,779,887	.30
Cascade	75,278,193	none
Great Falls	47,824,484	2.00
Chouteau	17,590,740	1.94
Big Sandy	561,635	.40
Geraldine	253,681	.50
Custer	13,175,739	1.00
Miles City	6,420,501	1.00
Daniels	5,187,767	.50
Scobey	1,014,228	1.00
Dawson	16,154,206	none
Deer Lodge	14,170,819	1.00
Anaconda	4,994,000	.10
Fallon	18,239,346	none
Baker	1,692,209	2.00
Fergus	18,456,209	none
Lewistown	5,356,434	1.96
Flathead	41,845,937	.51
Gallatin	27,372,834	.25
Three Forks	678,133	1.00
Garfield	4,888,689	.50
Glacier	17,533,479	.94
Cut Bank	2,988,437	1.00

Golden Valley	3,014,508	none
Granite	5,409,130	.82
Hill	19,077,061	.768
Havre	7,082,483	.56
Jefferson	6,735,047	none
Judith Basin	8,118,101	none
Lake	16,028,258	.67
Polson	1,689,575	2.00
Ronan	793,310	1.00
St. Ignatius	283,500	1.00
Lewis & Clark	33,140,408	.44
Liberty	7,282,158	.50
Lincoln	16,140,118	none
Madison	8,666,820	none
Twin Bridges	266,358	1.00
McCone	8,133,182	none
Circle	689,638	2.00
Meagher	4,560,677	none
Mineral	3,437,150	none
Missoula	49,628,124	1.985
Musselshell	7,481,475	.33
Roundup	1,201,000	.70
Park	13,059,209	.32
Livingston	5,539,982	.71
Petroleum	1,941,526	none
Phillips	9,951,791	.54
Malta	1,749,728	2.00
Pondera	12,934,035	none
Powder River	7,687,052	none
Powell	9,005,557	.20
Deer Lodge	1,860,651	1.00
Prairie	4,339,422	none
Ravalli	11,540,174	.69
Hamilton	2,047,926	.10
Richland	13,943,872	1.50
Sidney	3,277,159	1.00
Roosevelt	15,969,365	.71
Wolf Point	2,117,387	2.50
Poplar	734,000	2.00
Rosebud	10,556,966	.356
Sanders	13,559,021	none
Sheridan	12,306,244	none
Plentywood	1,318,551	1.50
Medicine Lake	197,089	1.00
Silver Bow	37,576,063	2.00
Stillwater	8,299,785	none
Sweet Grass	5,934,338	none
Big Timber	1,291,149	.60
Teton	12,762,851	none
Choteau	1,414,993	.50
Toole	16,038,762	.50
Treasure	2,440,610	none
Valley	16,338,160	.95
Glasgow	4,462,127	1.51
Opheim	219,469	1.00
Nashua	332,152	.50
Wheatland	4,572,383	none
Harlowton	973,104	.50
Wibaux	7,779,888	none
Yellowstone	96,383,471	none
Billings	52,315,210	2.00
Laurel	2,329,991	1.50

**CIVIL AIR PATROL
ANNOUNCES
POSITIONS OPEN**

Montana Wing Headquarters, Civil Air Patrol, announces that it has openings for several persons on the Wing Staff. Positions available include: Maintenance Officer, Safety Officer, Administrative Officer, Communications Officer and other staff positions.

The Wing Headquarters functions to supervise, administer and assist the fifteen CAP squadrons in Montana. Anyone who is aviation oriented and interested in helping the youth of our State gain a knowledge of aerospace is invited to look into this opportunity.

For further information contact: Montana Wing Headquarters, Civil Air Patrol, City-County Airport, Helena, 59601. Phone 442-6309 or call the Wing Commander, Col. Richard King at 442-9040, Ext. 3207.

GOVERNOR ANDERSON PRESENTS MECHANICS AWARD TO ARLIN WASS

In ceremonies held February 20 in Governor Forrest Anderson's office, Arlin Wass received the Federal Aviation Administration's Aviation Mechanic Safety Award for 1968.



Representative Al Newby, owner and President of Flight Line, Inc. with Award Winner Arlin Wass.

In addition to the Governor and Arlin, attending the ceremonies were: Mrs. Wass; Al C. Newby, representative of Gallatin County to the Montana 41st Legislative Assembly, owner of Flight Line, Inc.; Representing the FAA: Mr. Thomas E. Ashley, Chief of Flight Standards Branch, Minneapolis Area Office; Lee C. Mills, Supervising Inspector for the FAA's General Aviation District office in Helena and C. R. Taylor, General Aviation Principal Maintenance Inspector for the FAA's General Aviation District Office in Helena; Representing the Montana Aeronautics Commission: Clarence R. Anthony, Vice Chairman, Jack Wilson, Chief of Safety and Education Division and Jerry C. Burrows, Safety and Education Technician.

Arlin Wass, Vice President and Shop Foreman for Flight Line, Inc., Belgrade, was selected as State Winner of the Award for his consistent demonstration of a high level of professionalism in the performance of his duties as an aviation mechanic during the year. He contributed to increased reliability and safety in general aviation by making recommendations concerning malfunctions on new model aircraft resulting in corrective action by manufacturers and for his contributions to the FAA during accident investigations.



Following presentation by Governor Anderson, Lt. to Rt. Mr. Thomas E. Ashley, Chief of Flight Standards Branch, FAA Area Office in Minneapolis; Mrs. Wass, Arlin and the Governor.

The Aviation Mechanic Safety Award Program was established in 1963 in a joint effort of the FAA, Flight Safety Foundation and the aviation community to give recognition to aviation mechanics making outstanding contributions to air safety by maintenance practices.

Fifty awards are made on state level, one in each state for the general aviation winner. State winners are eligible for regional awards and sixteen regional awards are made consisting of one air carrier and one general aviation award in each of the eight FAA regions. Two national awards are made—one air carrier and one general aviation. The national award winners are selected from the regional winners.

BEECH AIRCRAFT INAUGURATES APPRENTICESHIP PROGRAM

Beech Aircraft Corporation has become the first aircraft manufacturer to recommend and support an apprenticeship program for airframe and powerplant mechanics for its dealers at the local level.

Prepared with the assistance of the Bureau of Apprenticeship and Training, U.S. Department of Labor, Beech Aircraft has taken a forward step in allowing high school graduates to enter the field and acquire valuable on-the-job experience at a journeyman's pay.

Under the plan, a Beechcraft dealer selects one or more trainees on the basis of his anticipated manpower needs. The apprentice is given an aptitude test and is placed in the shop for three months on a probationary basis.

If the young man shows promise, he is given the opportunity to go to school for 50 weeks of intensive training. He pays his own way or may obtain a loan which is repaid after he finishes his training and begins work. The apprentice returns to the dealer's shop following his schooling for a two-year period.

Being a U.S. Department of Labor approved program, it allows a service man to obtain G.I. benefits during the apprenticeship period.

Harry S. Gregory, Manager-Commercial Service for Beechcraft stated that "actual experience at our factory has shown that the apprentice programs produce stable, well-trained career personnel. The program is attractive to the man looking for a career in aviation and provides a way for our dealers and distributors to acquire bright young men to fill the the ever increasing demand for skilled mechanics, technicians and service managers." Gregory cited recent FAA report stating about 70% of persons holding an A & P license were more than 34 years old and the number of retirees from the field is expected to double by the year 1980.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Missoula—The FAA has scheduled April of 1971 for the installation date of an Instrument Landing System for Johnson-Bell Field at Missoula. An earlier proposal suggested that a complete system of high density condenser discharge lead-in lights be placed at Missoula in lieu of an ILS. Since that time the Airport Board has notified FAA that they prefer the ILS instead of lead-in lights even though minimums may not be substantially reduced at this time.

Billings — The electorates in the City of Billings will be going to the polls on April 7, 1969, to vote on a special Airport Bond issue. The Airport Commission is proposing a two million dollar revenue bond which would be used to finance construction of a major addition to the terminal building at Logan Field. The construction would be two wings and a second level loading area for the larger jet airlines serving Billings. Other areas of the terminal building would also be increased.

ROUNDUP H-MARKER (RPX)

Radio Beacon Frequency 362 KHz
Identifier—RPX

The new public use low frequency non-directional radio homer beacon (H-Marker) is now in operation on the Roundup Airport. This VFR State-owned navigational aid was sponsored by the Roundup City-County Airport Board and installed by the Montana Aeronautics Commission.

READERS PLEASE NOTE

Commencing with this issue (March 1969) all persons who have moved or have a change of box number, must submit their change of address directly to the Montana Aeronautics Commission in order to continue receiving the newsletter, "Montana and the Sky." All automatic changes of address are hereby discontinued.



CALENDAR

March 2, O'Haire Manor, Great Falls—Registration for the 1969 Flight Instructors' Refresher Course.

March 3-7, O'Haire Manor, Great Falls — Flight Instructors' Refresher Course. Sponsored by Montana Aeronautics Commission.

March 12-13, Helena — Montana Aeronautics Commission's Monthly meeting.

March 23, Billings — MPA Fly-In Breakfast 7:00 a.m.-12:00 noon, sponsored by the Billings MPA Hangar. Location—Logan Field in the Gillis Aviation Hangar. (See article for further details).

March 26 & 27, Hamilton Air Force Base, California — Western States Search and Rescue Meeting.

March 29, Plentywood — Annual Banquet of the Sherwood Pilot's Association. Starting 6:30 p.m. at the Blue Moon. Charles A. Lynch featured speaker.

April 1 & 2, Washington, D.C. — NASAO Spring Conference.

April 21, 22 & 23, Oklahoma City, Oklahoma — Aviation Education Teachers Conference.

April 22 & 23, Kansas City, Mo. — Federal Aviation Administration and State Directors Conference.

May 23, 24 & 25, Kalispell — Montana Pilots' Association's Annual Convention.

June 3, Helena — Joint meeting of Alberta Aviation Council, Canadian Department of Transportation, Cabinet Aviation Committee and Montana Aeronautics Commission.

June 9 through June 27, Billings — Eastern Montana College—Teachers Aerospace Workshop.

June 9 through 11, Columbus, Ohio — Flight Instructor Revalidation Course. The Ohio State University, Department of Aviation. Contact: Short Course Coordinator, Department of Aviation, Ohio State University, Box 3022, Columbus, Ohio 43210.

June 9 through June 27, — Havre Northern Montana College—Teachers Aerospace Workshop.

June 12 & 13, Columbus, Ohio — General Aviation Management Short Course for Fixed Base Operators. The Ohio State University, Department of Aviation. Contact: Short



Course Coordinator, Department of Aviation, Ohio State University, Box 3022, Columbus, Ohio 43210.

June 16 through July 3, Dillon — Western Montana College—Teachers Aerospace Workshop.

BILLINGS HANGAR TO SPONSOR

FLY-IN BREAKFAST

The Billings Hangar of the MPA is sponsoring a Fly-In Breakfast on March 23rd. The breakfast will be held in Gillis Aviation's Hangar on Logan Field, from 7:00 a.m. until 12:00 noon.

All you can eat! Pancakes, sausage and eggs.

Only \$1.50 for adults and \$1.00 for those under twelve. Don't miss the Fly-In Breakfast—Sunday, March 23, Logan Field, Billings.

SHERWOOD HANGAR SCHEDULES ANNUAL BANQUET

MAC Director, Charles A. Lynch will be the featured speaker for the annual banquet of the Sherwood Pilots on March 29th. The banquet will commence at 6:30 p.m. at the Blue Moon in Plentywood.

By request, both of the Commission's films on Montana Aviation will be shown, "Montana and the Sky" and the latest, "Montana and its Aircraft."

The committee urges all area pilots to be sure and attend! Saturday, March 29 at 6:30 p.m.

STATISTICS

Will your first accident be your last day alive?

61/37
65/22
78/18
59/18
56/19
7/2/7

	Accident Total	Fatali- ties	Presumed Fatali- ties
1964 Total	61	37	
1965 Total	65	22	
1966 Total	78	18	
1967 Total	69	18	
1968 Total	56	19	
1969 To-Date	7	2	7

ADDITIONAL OPERATING RULES FOR AIR TAXIS PROPOSED BY FAA

Extensive changes to the air taxi operating rules were proposed by the Federal Aviation Administration.

The proposed rules would apply to air taxi and commercial operations in which small (12,500 lbs. or less) aircraft are used, including small helicopters, whether in scheduled or non-scheduled services and regardless of seating capacity.

New or revised rules are proposed in 36 specific areas of operation. Among them are:

Expanded preflight briefing of passengers.

More flexible operating limitations relative to icing conditions.

Increased pilot-in-command qualifications concerning routes, airports and for VFR (Visual Flight Rules), IFR (Instrument Flight Rules), and night operations.

Initial and recurrent crew training and testing.

Pilot familiarization with data on aircraft operating limitations concerning takeoff and landing distances.

Limitations on crewmember duty and flight time.

Training for certified mechanics in their employ.

Use of load manifests for multi-engine operations.

Making adequate provisions, such as the filing of flight plans, in order to help locate overdue or missing flights.

Aircraft proving tests in the case of turbojet airplanes or airplanes certificated to carry more than 10 persons.

Require flight attendant on planes with more than 15 passenger seats.

Reporting of mechanical irregularities to the FAA.

Developing and conducting appropriate aircraft inspection programs.

The proposed tightening up of the air taxi operating rules complements the special airworthiness regulation and the notice of proposed rule making issued by the agency last January 7 to raise the certification standards for small airplanes capable of carrying more than 10 occupants in air taxi operations.

Comments on the proposal, (Notice 69-4; Docket 8041) should be submitted before May 1, 1969 to FAA Rules Docket, GC-24, 800 Independence Ave., S. W., Washington, D.C. 20590.

U.S. LEGISLATIVE REPORT FEBRUARY, 1969

BILLS INTRODUCED IN 1ST SESSION, 91ST CONGRESS

Aviation Bills

H 15 Bow (R-Ohio)—To provide for the prototype construction of a commercial supersonic airplane. (Interstate & Foreign Commerce—(I & FC))

H 104 Andrews (R-N.D.) — To provide for a flat fee for services performed in connection with the arrival in, or departure from, the U.S. of a private aircraft or private vessel. (Ways & Means)

H 277 Matsunaga (D-Hawaii)—To amend the Federal Aviation Act of 1958 to authorize rate transportation for certain additional persons on a space-available basis. (I & FC)

H 311 Pettis (R-Calif.) — To provide that a federal tax lien shall not be valid against a purchaser of civil aircraft unless notice of such lien has been recorded under the Federal Aviation Act of 1958. (Ways & Means)

H 522 Pettis (R-Calif.) — For the establishment of a Civilian Aviation Academy. (I & FC)

H 721 Wyman (R-N.H.) — To deter the hijacking of commercial aircraft of U.S. registry. (I & FC)

H 880 Pucinski (D-Ill.) — To establish a sonic boom damage fund to provide for the payment of damages caused by sonic booms. (Judiciary)

H 1064 Dingell (D-Mich.) — To provide for improved development of public airports and related facilities. (Ways & Means)

H 1122 Gallagher (D-N.J.) — To authorize the Civil Aeronautics Board to relieve congestion at certain airports having a high density of air traffic by designating the specific airport to be utilized by air carriers. (I & FC)

H 1238 Moss (D-Calif.) — To prohibit the Civil Aeronautics Board from regulating the charges made by air carriers for certain in-flight services made available to passengers. (I & FC)

H 1241 Moss (D-Calif.) — To amend the Federal Aviation Act of 1958 to prohibit state taxation of the carriage of persons in air transportation. (I & FC)

H 1289 Pucinski (D-Ill.) — To amend Title XI of the Federal Aviation Act of 1958 to establish liability on the part of the United States for

the taking of easements in the navigable airspace of the U.S. (I & FC)

H 1292 Pucinski (D-Ill.) — To amend Section 610 of the Federal Aviation Act of 1958 so as to establish minimum standards for operation of civil supersonic aircraft through the navigable airspace of the U.S. (I & FC)

H 1362 Slack (D-W. Va.) — To provide additional federal assistance in connection with the construction, alteration, or improvement of air carrier and general purpose airports, airport terminals, and related facilities. (I & FC)

H 2100 Matsunaga (D-Hawaii)—For the establishment of a Civilian Aviation Academy. (I & FC)

H 2668 Friedel (D-Md.) — To provide that the Administrator of the Federal Aviation Agency shall not undertake certain projects to improve or expand federal airports without specific authorization for such projects. (I & FC)

H 2671 Friedel (D-Md.) — To amend the Federal Aviation Act of 1958 to require the Civil Aeronautics Board to enforce the duty imposed on each carrier to provide adequate services in connection with the transportation authorized by its certificate of public convenience and necessity. (I & FC)

H 2688 Howard (D-N.J.) — To establish a commission to be known as the Commission on Air Traffic Control. (I & FC)

H 2706 Reid (R-Ill.) — See H 277.

H 3668 Friedel (D-Md.) — To provide additional federal assistance in connection with the construction, alteration, or improvements of air carrier and general-purpose airports, airport terminals, and related facilities. (I & FC)

H 3805 McCarthy (D-N.Y.) — To require air carriers to inspect for destructive substances all articles taken aboard certain aircraft operated by them in air transportation. (I & FC)

H 3850 Wilson (C. H.) (D-Calif.)—To amend the Federal Airport Act to provide for federal financial assistance for noise abatement with respect to certain schools located near public airports. (I & FC)

H 4119 Hechler (D-W. Va.) — To provide additional federal assistance in connection with the construction, alteration, or improvement of air carrier and general-purpose airports, airport terminals, and related facilities. (I & FC)

CONGRATULATIONS FAA CERTIFICATES



ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Nelson, John L.—Fort Benton
Muth, Francis E.—Butte
Healow, Anthony D.—Billings
Benson, John A.—Melstone

PRIVATE

McDowell, John H.—Wisdom
Dougherty, James L.—Great Falls
Kathman, Robert M.—Missoula
Neumiller, Leonard A.—Fallon
Mayhew, J. David—Kalispell
Heppner, James R.—Lewistown
Raine, Frederick D.—New Town, N.D.
Ellison, Richard L.—Billings
Cox, L. Lyle—Gillette, Wyo.
Heizer, Rita A.—Billings
Carpenter, Ronald R.—Billings

COMMERCIAL

Haehnel, Kenneth L.—Great Falls
Deer, Timothy J.—Fond Du Lac, Wisc.
Grossman, Dennis C.—Great Falls
Jeffers, William W.—Billings
Case, Gaylord J.—Billings
Ledford, Kenneth—Buffalo, Wyo.
Thompson, Ronald C.—Big Timber

INSTRUMENT

Daly, Paul L.—Missoula
Brutosky, Boyce A.—Sun River
Eisenbart, Allen R.—Billings
Jones, Forrest E.—Billings
O'Connor, Dallas G.—Billings
Glenn, James H.—Billings

MULTI ENGINE

Wehr, Roger W.—Kalispell
Greene, John P.—Aspen, Colo.
Fleck, Thomas G.—Aspen, Colo.
Samuelson, Edward O.—Fargo, N.D.
Mobley, Gerald E.—Billings

FLIGHT INSTRUCTOR

Brophy, Thomas J.—Libby
Hanson, Greg K.—Scobey

FLIGHT INSTRUCTOR INSTRUMENT

Eisenbart, Allen R.—Billings

BASIC GROUND INSTRUCTOR

King, Richard T.—Helena
Oyler, Enos T.—Manhattan

ADVANCED GROUND INSTRUCTOR

Rankin, David E.—Missoula
Stewart, Roy H.—Bonner
Scott, Frank P.—Missoula
Brutosky, Boyce A.—Sun River

INSTRUMENT GROUND INSTRUCTOR

Monforton, Donald P.—Helena
Kvamme, James L.—Missoula
Oyler, Enos T.—Manhattan

ROTOCRAFT

Ledford, Kenneth—Buffalo, Wyo.
Taylor, Jeron—Billings

FLIGHT INSTRUCTOR ROTOCAFT

Gerlach, Frederick L.—Missoula
Hamer, R. Blair—Helena
Williams, Jerry L.—Missoula
Johnson, Arnold R., Jr.—Billings

AIRFRAME MECHANIC

Hinkle, Jack A.—Eureka
Bell, Robert M.—Swift Current, Sask.

POWERPLANT MECHANIC

Falconer, Herold T.—Miles City
Bell, Robert M.—Swift Current, Sask.

Be short of what you will—but be long on cheerfulness. The more you scatter the more you will have left. Cheerfulness is one of the few things you may squander to advantage.

ATTENTION ALL REGISTERED MONTANA PILOTS

**The Montana Pilots' Flight Plan
Service Is For You!**

**File/Close Your Flight Plan By
Collect Call—Free!**

When taking off from, or landing at, an airport within the State of Montana that does not have a FAA Flight Service Station—place a collect call to your nearest FSS and state: "This is a Collect Call—Montana Pilot Flight Plan."

GIVE THE FSS COMMUNICATION Your Current Montana Registration Number and your name—then File or Close your Plan.

(Please avoid calling at 15 or 45 minutes after the hour during the weather broadcasts.)

ALWAYS FILE A FLIGHT PLAN

—BE SURE TO CLOSE IT—

**USE YOUR MONTANA
FLIGHT PLAN SERVICE**

CESSNA UNVEILS TWO NEW SKYWAGONS

Cessna Aircraft Company has announced two new seven-place single-engine models in its Skywagon series of utility aircraft. The two additions to the Utililine of working aircraft are the 1969 Skywagon 207 and the Turbo-Skywagon 207.

Both airplanes can carry almost a ton of useful load. With a cabin longer than a standard sized station wagon, the Skywagon 207 or Turbo-Skywagon 207 provide 165 cubic feet of interior space for up to seven adults and their luggage. The 14-foot long cabins of the two airplanes assures stretch-out comfort for each seat occupant, or the passenger seats may be removed to provide a flat floor for cargo carrying. An average floor to headliner distance of almost four feet allows "tall" cargo to be carried with ease and assures plenty of headroom for the occupants. Easy cabin access is assured through yard-wide forward doors on each side, plus a large double cargo door at the cabin aft right side.

Powered with dependable fuel-injected engines which are capable of developing 300 hp for take-off and 285 hp maximum continuous power. The engines of both aircraft have a recommended time between overhaul life of 1,500 hours in the standard and 1,400 hours in the Turbo-Skywagon 207.

At a gross weight of 3,800 pounds, top speed of the standard Skywagon 207 is 168 mph while the turbo version has a top speed of 189 mph. Sea level rate of climb of the Skywagon 207 is 810 fpm, fully loaded, while the Turbo-Skywagon is capable of 885 fpm under the same conditions.

MILITARY RATED PILOTS

The Air National Guard in Great Falls and the Flight Activity Command of the Montana Army National Guard in Helena are in need of pilots who formerly held a military rating. Interested pilots are urged to contact: Adjutant General J. J. Womack, State Arsenal Building, P.O. Box 1157, Helena, Montana 59601.

Except in cases of necessity, which are rare, leave your friend to learn unpleasant truths from his enemies; they are ready enough to tell them. (Ralph Waldo Emerson).

FAA INSPECTORS CORNER



SAFETY

A STATE OF MIND

By Lauren D. Basham

Accident Prevention Specialist

GADO No. 9, Helena

Webster defines safety as freedom from danger. If we extend this definition to flight safety, it then becomes freedom from danger while flying. This is the word!

Those of us involved in the flying game must realize that safety does not accompany a philosophy free of risk. In recent years flying has become a way of life for an ever-increasing number of persons who still retain the strongest instinct of self preservation. To those persons, safety must be a very individual subject—more than that—it must be a state of mind.

How can this state of mind be attained? Through devotion to correct operational procedure with a good measure of self discipline thrown in. Did you know that 85% of all accidents are caused by unsafe behavior? Psychologists tell us that our behavior is controlled by our values, attitudes and habits. These values, attitudes and habits are learned—none are inherited! Why not then practice safety for greater adventure in flying.

What we need to do individually is develop our own set of safe operating practices and follow them without exception. By doing this we can figure out ways to avoid confrontation with most accident causes.

A close association with accident statistics will most certainly change some of our flying habits. It will lend to our appreciation of the "by the numbers" concept. Why? Webster's definition of an accident reveals the answer—"an unforeseen 'happening.'"

One of the simplest means of reducing our personal portion of the 85% figure mentioned is the religious use of a checklist for the airplane that we are flying. Why? Because injecting the proper procedure not only takes out hazard, it puts in efficiency!

A thorough familiarization with the owner's handbook can lend to our safety while flying also. Why? Be-

cause statistics indicate that approximately 60% of all accidents occur during the approach, landing, take-off and climb out phase of flight. This flight regime gets extensive coverage in any aircraft handbook. There is one area, however, that receives very little attention—the cross winds. Some manuals don't even mention them at all. We suggest maximum 20% of the stall speed for a 90° crosswind, 30% for a 45° crosswind and 60% for a wind right down the runway as take-off and landing limits. For taxiing, a crosswind of 50% of the stalling speed should be a maximum. The important thing to remember is that we physically fly the airplane by the numbers because the engineers have presented them as a known quantity. Quite often an aircraft is flown in an area beyond its engineered capabilities. This is at best an area of calculated risk with high accident potential.

We do nothing more than emphasize that the safe operation of an airplane is an individual thing and that those who fly conservatively by the numbers and within the framework of the regulations eliminate most of the exposure to risk and enjoy the safest and finest form of transportation available. They practice safety for greater adventure and more than that—they have achieved the desired STATE OF MIND!

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	Mar.	April	May
Culbertson	12	2	7
Glasgow	27	—	22
Glendive	6	3	8
Great Falls	—	16	—
Lewistown	—	23	—
Miles City	20	24	22
Missoula	26	—	21
Sidney	—	—	—

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

FRONTIER AIRLINES NAMES NEW PRESIDENT

E. Paul Burke has been named president of Frontier Airlines at a special meeting of the company's Board of Directors.

ATTENTION AERIAL SPRAYERS

We are reprinting the following letter received by the Commission for your information.

STATE OF MONTANA
INDUSTRIAL ACCIDENT BOARD
Helena, Montana 59601

February 24, 1969

Re: Extra-territorial Coverage

Dear Mr. Employer:

The Montana Industrial Accident Board was recently granted authority under the statutes to enter into agreements of extra-territorial reciprocity with other states pertaining to Workmen's Compensation coverage.

We now have almost identical agreements with North Dakota, Wyoming, Nevada, Washington, Idaho and Oregon. The definition of "Employee" in general is, "a Montana workman is a person hired to work in Montana." Our agreements with Idaho and Oregon add to the above definition, "whose employment is principally in Montana."

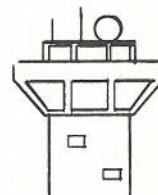
A Montana employer enrolled under the Montana Workmen's Compensation Act is not required to obtain additional coverage for Montana employees temporarily working in any of these other States.

At the request of the insured Montana employer, we will advise the other state that as long as Montana coverage is in force exclusive remedy under the Montana Act is available.

Report all payroll for Montana employees to this Board or to your insurance company, whichever applies. All injuries sustained by Montana employees while in another state must be reported to the Montana Industrial Accident Board.

If there are any questions regarding this extra-territorial privilege, please contact this Board.

Very truly yours,
INDUSTRIAL ACCIDENT BOARD
L. R. BENTON
Chief Underwriter



TOWER

OPERATIONS

JANUARY, 1969

	Total Operations	Instrument Operations
Billings	8,259	2,294
Great Falls	4,136	1,696
Missoula	4,005	589
Helena	2,716	507

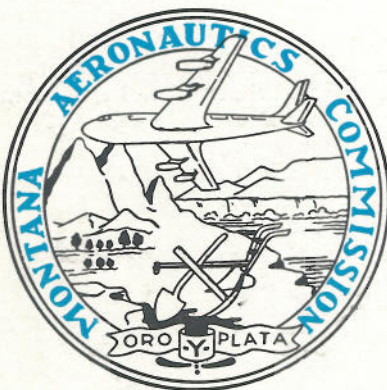
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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March, 1969